CHARLOTTE

LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base
Hard-surfaced runways 1500 ft. to 8069 ft. in length
Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.
All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value
Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DoD FLIP.
Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected
Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.
Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns — FSS — NO SVFR — Location identifier
NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.
Runways with Right Traffic Patterns (public use) — CT - 118.3 ★ Ⓒ ATIS 123.8 — 285 L 72 122.95 — RP 23, 34 — UNICOM
RP* Special conditions exist - see A/FD — VFR Advsy 125.0 — AOE — Airport of Entry
FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
Ⓒ - Common Traffic Advisory Frequencies (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available).
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Airport/Facility Directory
72 - Length of longest runway in hundreds of feet; usable length may be less.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class D Airspace
Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace
Class E Airspace with floor 700 ft. above surface
Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace
2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.
Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.
132° — V 69 — 169 — Total mileage between NAVAIDs on direct Airways
Class E Airspace low altitude RNAV Routes are indicated by center line. — GRANT — T 319 — RNAV waypoint and name
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
Alert Area and MOA - Military Operations Area
Special Airport Traffic Area (See FAR 93 for details.)
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215/AIM.)
National Security Area
Terminal Radar Service Area (TRSA)
IR21 — MTR - Military Training Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362 ⊙ 116.8 Ch 115 OAK — 122.1R — CHICAGO CHI
Underline indicates no voice on frequency.
Crosshatch indicates Shutdown status.
Operates less than continuous or On-Request.
ASOS/AWOS — HIWAS — TWEB
FSS radio providing voice communication — 122.1R — MIAMI
Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.
Certain FSSs provide Airport Advisory Service, see A/FD.
R - Receive only
Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC — VOR-DME — Other facilities, i.e., FSS Outlet, RCO, etc.
Non-Directional Radiobeacon (NDB) — NDB - DME

OBSTRUCTIONS

1000 ft. and higher AGL — below 1000 ft. AGL — Group Obstruction
Obstruction with high-intensity lights; may operate part-time.
2049 (1149) UC — Elevation of the top above mean sea level; Height above ground; Under construction or reported; position and elevation unverified
NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

Roads & Road Markers — Railroad — Power Transmission Line — Aerial Cable
Landmark Feature - stadium, factory, school, golf course, etc.
Outdoor Theater — Lookout Tower — 618 (Elevation Base of Tower) — Coast Guard Station — Race Track — Tank - water, oil or gas — Oil Well — Water Well — Mine or Quarry — Mountain Pass — 11823 (Elevation of Pass)
(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)
Perennial Lake — Dams — Rocks — Non-Perennial Lake — Bridges and Viaducts

MISCELLANEOUS

-1°E — Isogonic Line (2005 VALUE)
Ultralight Activity — Marine Light — Hang Glider Activity — Glider Operations
Parachute Jumping Area (See Airport/Facility Directory.)
VPXYZ — NAME (VPXYZ) — VFR Waypoints (See Airport/Facility Directory for latitude/longitude.)

CHARLOTTE
SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 33°20' and 38°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

88TH EDITION EFFECTIVE 0901Z 29 JUL 2010 TO 0901Z 13 JAN 2011

Includes airspace amendments effective 29 JUL 2010 and all other aeronautical data received by 3 JUN 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet

HIGHEST TERRAIN elevation is 5960 feet located at 36°06'N - 81°49'W
Spot elevation 4254
Approximate elevation . . . . . . x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

CONVERSION OF ELEVATIONS — FEET (Thousands) / METERS (Thousands)

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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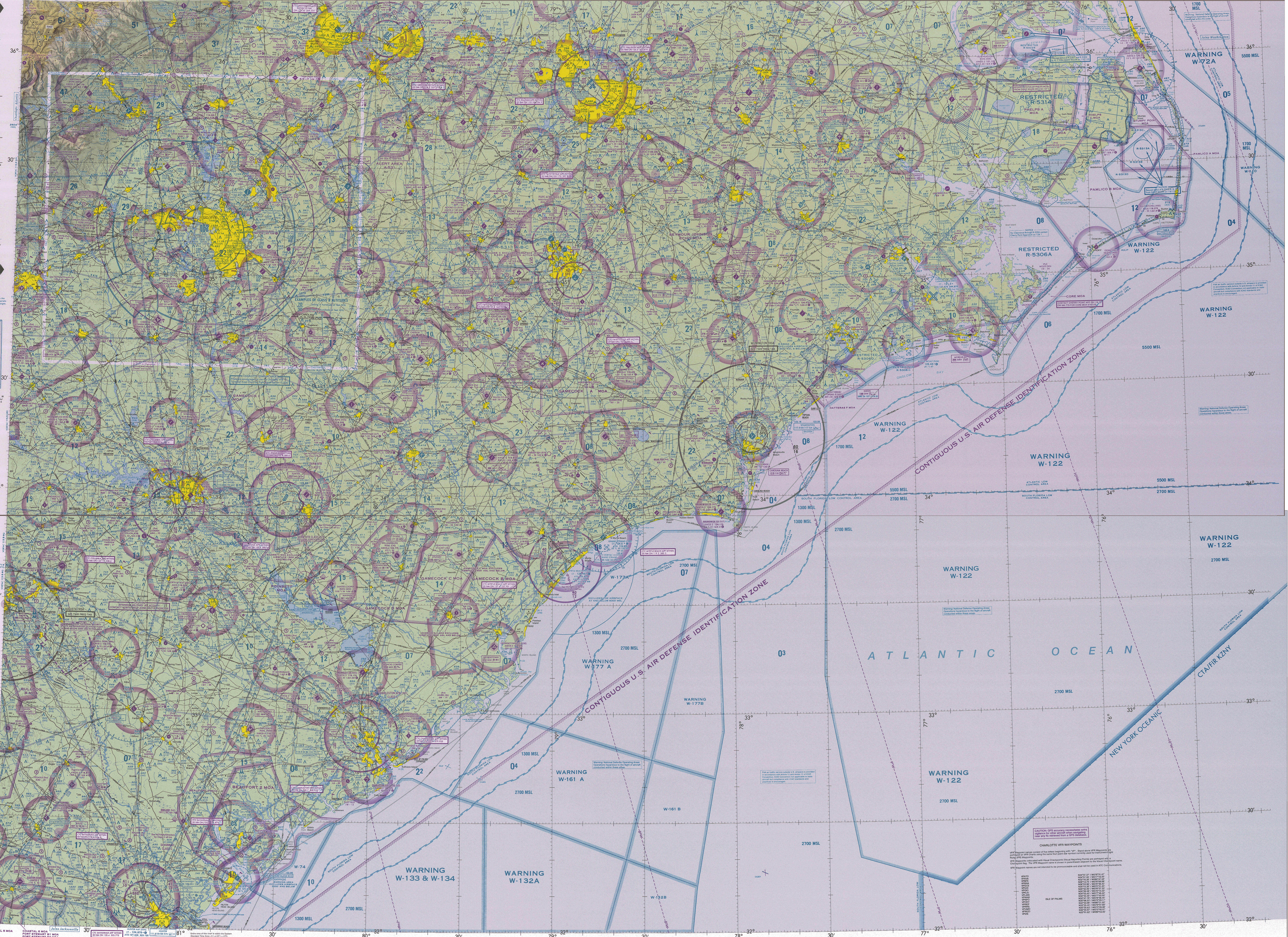

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, SSMC-4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart. Extend to the right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closest to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so the paper edge crosses the departure or destination point (POINT A). Make a MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE to the edge of the chart. Make that LINE B.

STEP 4 - Without moving the paper on the same edge as MARK A, extend a line straight from the corner of the paper to the edge of the chart.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and slide edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

CONTROL TOWER FREQUENCIES ON CHARLOTTE SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary ground control frequency(ies) is listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
AUGUSTA RGNL	0645-2300	118.7 239.3	121.9 348.6	125.75	ASR
BEAUFORT MCAS/MERRITT	0700-2300 MON-THU; 0700-1800 FRI; O/T BY NOTAM	119.05 342.875	128.15 348.625	256.15	ASR/PAR
BOGUE MCALF	HRS PUB BY 2ND MARINE AIR WING	126.45 256.875	262.6		ASR/PAR
CHARLESTON AFB/INTL	CONTINUOUS	126.0 239.0	121.9 348.6	124.75	
CHARLOTTE/DOUGLAS INTL	CONTINUOUS	118.1 (RWYS 18L/36R & 05/23) 126.4 (RWY 18R/36L) 133.35 (RWY 18C/36C) 257.8	121.8 (180°-359°) 121.9 (360°-179°) 348.6	ARR 121.15 DEP 132.1	
CHERRY POINT MCAS/CUNNINGHAM	CONTINUOUS EXC HOL WKNDS	121.3 340.2	128.625 239.025	127.475 244.875	ASR/PAR
COASTAL CAROLINA RGNL	0600-2200	124.25	121.7		ASR
COLUMBIA METRO	CONTINUOUS	119.5 257.8	121.9 348.6	120.15	ASR
CONCORD RGNL	0700-2300	134.65	121.85		
FAYETTEVILLE RGNL/GRANNIS	CONTINUOUS	118.3 269.2	121.9 348.6	121.25	
FLORENCE RGNL	0630-2200	125.1 353.85	121.9 353.85	123.625	ASR
GRAND STRAND	0700-2100	124.6 257.6	121.8 257.6	119.625	
HICKORY RGNL	0700-2300	128.15	121.7		
HILTON HEAD	0600-2000	118.975	121.1	121.4	
HUNTER AAF	0630 MON-2000 THU CLSD FED HOL	124.975 279.575	121.8 291.675	127.525 323.125	ASR/PAR
KINSTON RGNL	0630-2200	120.6 335.55	121.9		
MACKALL AAF	0810-2400 MON-SAT EXC FED HOL	121.0 254.4	128.55 251.05	141.4	
MC ENTIRE JNGB	0800-2300 MON-FRI EXC HOL 0800-1600 SAT-SUN	132.4 253.5	127.625 226.675		ASR/PAR
MYRTLE BEACH INTL	0600-2300	128.45 259.3	120.3 275.8	123.925	
NEW RIVER MCAS/MCCUTCHEON	0800-0000 MON-THU 0800-1800 FRI CLSD SAT, SUN & HOL	120.0 360.2	121.8 254.275	288.325	ASR/PAR
OAK GROVE MCOLF	BY NOTAM	BY NOTAM			
PIEDMONT TRIAD INTL	CONTINUOUS	119.1 290.325	121.9 348.6	128.55	
POPE AFB	CONTINUOUS	135.025 291.1	134.55 275.8	132.3 353.725	
RALEIGH-DURHAM INTL	CONTINUOUS	127.45 (RWYS 05L/23R & 14/32, EAST) 119.3 (RWY 05R/23L, WEST) 257.8	121.9 (RWYS 05L/23R & 14/32, EAST) 121.7 (RWY 05R/23L, WEST) 348.6	123.8	
SAVANNAH/HILTON HEAD INTL	0600-2400	119.1 257.8	121.9 348.6	123.75	
SEYMOUR JOHNSON AFB	0700-2330	126.25 370.875	138.1 275.8	317.625	
SHAW AFB	CONTINUOUS	126.4 255.25	126.1 275.8	124.25 270.1	
SIMMONS AAF	0010 MON-2300 FRI CLSD HOL	125.9 240.625	121.9 229.4	139.25	PAR
SMITH REYNOLDS	0645-2130	123.75 257.8	121.9 348.6	128.55	
STANLY CO	0800-2300 MON-FRI EXC HOL OR BY NOTAM	126.275 291.9	121.75 254.375		
WILMINGTON INTL	0600-2300	119.9 239.3	121.9 348.6	124.975	ASR

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHARLOTTE CLASS B	128.72 (001°-119° 8000' & BELOW) 120.05 (120°-245° 8000' & BELOW) 126.0 (275°-245° 8000' & BELOW) 124.75 (245°-360° 8000' & BELOW) 120.5 (246°-074° ABOVE 8000') 307.8 (360°-179°) 257.2 (180°-359°)	CONTINUOUS
CHARLESTON AFB/INTL CLASS C	135.8 279.925 (331°-150°) 120.7 306.925 (151°-330°)	CONTINUOUS
COLUMBIA CLASS C	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	CONTINUOUS
FAYETTEVILLE CLASS C	125.175 397.85 (321°-060°) 133.0 295.0 (061°-230°) 127.8 343.725 (231°-320°)	CONTINUOUS
GREENSBORO CLASS C	124.35 269.225 (250°-049°) 118.5 327.075 (050°-249°)	CONTINUOUS
MYRTLE BEACH CLASS C	119.2 350.3 (322°-170°) 127.4 257.95 (171° 321°) O/T 128.7 343.6 JACKSONVILLE CNTR	0600-2300 O/T CLASS G
POPE AFB CLASS C	133.0 285.0 (091°-270°) 125.175 397.85 (271°-090°)	CONTINUOUS
RALEIGH CLASS C	125.3 353.675 (025°-229°) 132.35 256.9 (230°-024°)	CONTINUOUS
SAVANNAH CLASS C	118.4 354.0 (270°-010°) 125.3 371.875 (011°-109°) 120.4 353.775 (110°-269°) O/T 120.85 322.5 JACKSONVILLE CNTR	0600-2400 O/T CLASS E
SHAW AFB CLASS C	125.4 285.4 O/T 124.7 269.55 JACKSONVILLE CNTR	0700-2330 O/T CLASS D
AUGUSTA TRSA	119.15 284.625 (350°-169°) 126.8 270.3 (170°-349°) O/T 128.1 323.0 ATLANTA CNTR	0645-2300
WILMINGTON TRSA	135.75 317.425 (344°-163°) 118.35 284.65 (164°-343°) O/T 135.75 317.425 WASHINGTON CNTR	0600-2300
BEAUFORT MCAS/MERRITT RADAR	123.7 328.425 (3000' & BELOW) 118.45 292.125 (ABOVE 3000') O/T 120.85 322.5 JACKSONVILLE CNTR	0700-2300 1800-1800 HOL
BOGUE MCALF RADAR	124.1 268.7 119.35 377.175	CONTINUOUS
CAMP DAVIS MCOLF RADAR	119.35 377.175	CONTINUOUS
CHERRY POINT MCAS/CUNNINGHAM RADAR	119.75 360.775 (NORTH) 132.575 299.6 (EAST AT & BELOW 2600') 124.1 268.7 (EAST ABOVE 2600') 119.35 377.175 (WEST)	CONTINUOUS
MACKALL AAF RADAR	127.8 343.725	CONTINUOUS
MC ENTIRE JNGB RADAR	125.4 285.4 O/T 124.7 269.55 JACKSONVILLE CNTR	0700-2330
NEW RIVER MCAS/MCCUTCHEON RADAR	119.35 377.175	CONTINUOUS
NORTH AF AUX RADAR	124.15 338.2	CONTINUOUS
OAK GROVE MCOLF	119.35 377.175	CONTINUOUS
SEYMOUR JOHNSON AFB RADAR	119.7 372.6 (111°-257°) 123.7 290.9 (258°-110°) O/T 135.5 272.75 WASHINGTON CNTR	0700-2330

O/T indicates other times

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

COASTAL MOA ADVISORY SERVICE
VHF 119.225 OR PHONE 1-800-229-2839

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
REDIS / Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://aeronav.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

SPECIAL USE AIRSPACE ON CHARLOTTE SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-3005 A, B, D	TO 29,000	0600-2400; †24 HRS IN ADVANCE	JACKSONVILLE CNTR	
R-3005 C	TO 29,000	0600-0300; †24 HRS IN ADVANCE	JACKSONVILLE CNTR	
R-5301	TO 14,000	CONTINUOUS	GIANT KILLER	118.125 233.7
R-5302 A	TO 14,000	BY NOTAM 24 HRS IN ADVANCE	GIANT KILLER	118.125 233.7
R-5302 B	100 AGL TO 14,000	BY NOTAM 24 HRS IN ADVANCE	GIANT KILLER	118.125 233.7
R-5302 C	100 AGL TO 3000	BY NOTAM 24 HRS IN ADVANCE	GIANT KILLER	118.125 233.7
R-5303 A	TO BUT NOT INCL 7000	0600-1800 MON-FRI; †24 HRS IN ADVANCE	CHERRY POINT APP	
R-5303 B	7000 TO BUT NOT INCL 10,000	BY NOTAM 24 HRS IN ADVANCE	CHERRY POINT APP	
R-5303 C	10,000 TO BUT NOT INCL FL 180	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	135.5 272.75
R-5304 A	TO BUT NOT INCL 7000	0600-1800 MON-FRI; †24 HRS IN ADVANCE	CHERRY POINT APP	
R-5304 B	7000 TO BUT NOT INCL 10,000	BY NOTAM 24 HRS IN ADVANCE	CHERRY POINT APP	
R-5304 C	10,000 TO BUT NOT INCL FL 180	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	135.5 272.75
R-5306 A	TO BUT NOT INCL FL 180	CONTINUOUS	CHERRY POINT	124.1 268.7
R-5306 C	1200 TO BUT NOT INCL FL 180	CONTINUOUS	CHERRY POINT	124.1 268.7
R-5306 D, E	TO BUT NOT INCL FL 180	CONTINUOUS	CHERRY POINT	124.1 268.7
R-5311 A	TO BUT NOT INCL 7000	CONTINUOUS	WASHINGTON CNTR	135.2 348.65
R-5311 B	7000 TO BUT NOT INCL 12,000	CONTINUOUS	WASHINGTON CNTR	135.2 348.65
R-5311 C	12,000 TO BUT NOT INCL FL 290	CONTINUOUS	WASHINGTON CNTR	135.2 348.65
R-5313 A	TO 18,000	0800-2300 MON-FRI; †24 HRS IN ADVANCE	GIANT KILLER	118.125 251.6
R-5313 B, C	100 AGL TO 13,000	BY NOTAM 24 HRS IN ADVANCE	GIANT KILLER	118.125 251.6
R-5313 D	500 AGL TO 13,000	BY NOTAM 24 HRS IN ADVANCE	GIANT KILLER	118.125 251.6
R-5314 A, D	TO FL 205	0600-2400 MON-FRI; 0700-1800 SAT-SUN; †6 HRS IN ADVANCE	WASHINGTON CNTR	123.85 323.0
R-5314 B, E	500 AGL TO FL 205	0600-2400 MON-FRI; 0700-1800 SAT-SUN; †6 HRS IN ADVANCE	WASHINGTON CNTR	123.85 323.0
R-5314 C, F	200 AGL TO 15,000	0600-2400 MON-FRI; 0700-1800 SAT-SUN; †6 HRS IN ADVANCE	WASHINGTON CNTR	123.85 323.0
R-5314 H	500 AGL TO 10,000	0600-2400 MON-FRI; 0700-1800 SAT-SUN; †6 HRS IN ADVANCE	WASHINGTON CNTR	123.85 323.0
R-5314 J	1000 AGL TO 6000	0600-2400 MON-FRI; 0700-1800 SAT-SUN; †6 HRS IN ADVANCE	WASHINGTON CNTR	123.85 323.0
R-6001 A	TO 3200	INTERMITTENT 0630-2400	JACKSONVILLE CNTR	
R-6001 B	3200 TO FL 230	INTERMITTENT 0630-2400	JACKSONVILLE CNTR	
R-6002 A	TO BUT NOT INCL 13,000	0600-2400 MON-FRI 0800-1600 SAT; †8 HRS IN ADVANCE	JACKSONVILLE CNTR	
R-6002 B	13,000 TO BUT NOT INCL FL 180	0600-2400 MON-FRI 0800-1600 SAT; †8 HRS IN ADVANCE	JACKSONVILLE CNTR	
W-72 A	E OF 75°30'00" UNLIMITED, W OF 75°30'00" TO BUT NOT INCL 2000	INTERMITTENT BY NOTAM	WASHINGTON CNTR	
W-74	TO 10,000	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
W-110	TO FL 230	INTERMITTENT BY NOTAM	OCEANA NAS FACSFAC VACAPES	
W-122	UNLIMITED	INTERMITTENT BY NOTAM	WASHINGTON CNTR	
W-132 A	TO FL 500	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
W-132 B	TO FL 240	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
W-133	TO 4500	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
W-134	4500 TO UNLIMITED	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
W-161 A	TO FL 620	SUNRISE-0100	JACKSONVILLE CNTR	
W-161 B	TO FL 300	SUNRISE-0100	JACKSONVILLE CNTR	
W-177 A	TO FL 500	SUNRISE-0100	JACKSONVILLE CNTR	
W-177 B	TO FL 300	SUNRISE-0100	JACKSONVILLE CNTR	
A-530	TO BUT NOT INCL FL 180	0700-2300	NO A/G	
A-531	200 AGL TO 1500 AGL	INTERMITTENT 0600-2400 MON-FRI BY NOTAM SAT-SUN	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BEAUFORT 1	100 AGL TO 10,000	INTERMITTENT	JACKSONVILLE CNTR	
BEAUFORT 2	100 AGL TO 7000	INTERMITTENT	JACKSONVILLE CNTR	
BEAUFORT 3	100 AGL TO 2000	INTERMITTENT	JACKSONVILLE CNTR	
BULLDOG B	10,000	INTERMITTENT 0700-2400	ATLANTA CNTR	
COASTAL 5	300 AGL	INTERMITTENT 0700-2200 MON-FRI; INTERMITTENT 0700-2200 BY NOTAM SAT-SUN	JACKSONVILLE CNTR	
COASTAL 6	10,001	INTERMITTENT 0700-2200 MON-FRI; INTERMITTENT 0700-2200 BY NOTAM SAT-SUN	JACKSONVILLE CNTR	
COASTAL 8	11,000	INTERMITTENT 0700-2200 MON-FRI; INTERMITTENT 0700-2200 BY NOTAM SAT-SUN	JACKSONVILLE CNTR	
CORE	3000	INTERMITTENT 0700-2300 MON-FRI	CHERRY POINT APP	119.75 360.775
FORT BRAGG NORTH A	500 AGL TO 6000	INTERMITTENT 0700-2400 MON-FRI BY NOTAM SAT-SUN	FAYETTEVILLE ATCT	
FORT BRAGG NORTH B	4000 TO 6000	INTERMITTENT 0700-2400 MON-FRI BY NOTAM SAT-SUN	FAYETTEVILLE ATCT	
FORT BRAGG SOUTH A	500 AGL TO 6000	INTERMITTENT 0700-2400 MON-FRI BY NOTAM SAT-SUN	FAYETTEVILLE ATCT	
FORT BRAGG SOUTH B	1500 AGL TO 6000	INTERMITTENT 0700-2400 MON-FRI BY NOTAM SAT-SUN	FAYETTEVILLE ATCT	
FORT STEWART B1	5000 TO 4999	INTERMITTENT 0600-2200 MON-FRI	JACKSONVILLE CNTR	
FORT STEWART B2	5000 TO 10,000	BY NOTAM	JACKSONVILLE CNTR	
GAMECOCK A	7000	INTERMITTENT 0630-2230 MON-FRI	WASHINGTON CNTR	
GAMECOCK B	10,000	INTERMITTENT 0800-2400	JACKSONVILLE CNTR	
GAMECOCK C	100 AGL TO 10,000	INTERMITTENT 0800-2400	JACKSONVILLE CNTR	
GAMECOCK D	10,000	INTERMITTENT 0800-2400	JACKSONVILLE CNTR	
GAMECOCK I	100 AGL TO 6000	INTERMITTENT 0800-2400	JACKSONVILLE CNTR	
HATTERAS F	3000 TO BUT NOT INCL 13,000	0700-2200 MON-FRI	WASHINGTON CNTR	
PAMLICO A	8000	INTERMITTENT SR-2300 MON-FRI	WASHINGTON CNTR	
PAMLICO B	8000	INTERMITTENT 0700-2200 MON-FRI	WASHINGTON CNTR	
PHELPS A	6000	INTERMITTENT 0600-2400 MON-FRI; 0700-1800 SAT-SUN; †6 HRS IN ADVANCE	GIANT KILLER	118.125 251.6
PHELPS B	10,000	INTERMITTENT 0600-2400 MON-FRI; 0700-1800 SAT-SUN; †6 HRS IN ADVANCE	GIANT KILLER	118.125 251.6
PHELPS C	15,000	INTERMITTENT 0600-2400 MON-FRI; 0700-1800 SAT-SUN; †6 HRS IN ADVANCE	GIANT KILLER	118.125 251.6
POINSETT	300 AGL TO 2500	0600-2400 MON-FRI 0800-1600 SAT; †8 HRS IN ADVANCE	SHAW APP	
SEYMOUR JOHNSON ECHO	7000	0600-2000 MON-FRI	WASHINGTON CNTR	
STUMPY POINT	TO BUT NOT INCL 8000	INTERMITTENT SR-2300 MON-FRI	WASHINGTON CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† - Other times by DoD NOTAM.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

CHARLOTTE VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument-Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPATO		N34°37.37' / W076°31.47'
VPAVA		N34°57.00' / W077°16.50'
VPBFE		N32°16.38' / W080°47.50'
VPBRA		N36°13.75' / W076°08.08'
VPGCE		N36°03.90' / W076°36.42'
VPGHI		N35°15.30' / W075°31.25'
VPGIO		N35°32.50' / W076°37.33'
VPKJU		N35°26.58' / W076°10.22'
VPLMN		N34°55.43' / W077°46.42'
VPMAB		N34°42.20' / W077°03.50'
VPNPO	ISLE OF PALMS	N32°47.78' / W079°46.45'
VPOKY		N35°06.53' / W075°59.17'
VPREP		N32°33.98' / W080°21.82'
VPRRS		N33°25.45' / W079°07.60'
VPUMO		N35°35.63' / W075°28.08'
VPWZO		N36°00.87' / W075°40.07'
VPZIE		N32°01.62' / W080°53.42'

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵